

**AMENDMENTS TO THE CLAIMS**

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) Aircraft floor heating comprising:

an aircraft [[:]]with a fuselage having a forward cockpit section and a cabin section located aft of the cockpit section and extending along the length of the aircraft, the cockpit section including a cockpit and an avionics bay within the aircraft and containing electronic equipment;

a floor within the cabin section aircraft made up of heatable panels defining a plurality of first hollow chambers formed integrally with the panels and wherein each hollow chamber has a first end proximate to the cockpit section and a second end distal of the cockpit section; and

a feed line operatively connected to the avionics bay and the first ends of the first hollow chambers and providing fluid communication therebetween between the avionics bay and the first ends of the first hollow chambers, the feed line supplying warm waste air to the first ends of the hollow chambers, the warm waste air having originated originating from the cooling of the electronic equipment contained in the avionics bay, whereby the warm waste air travels through the first hollow chambers along the fuselage of the aircraft and heats the floor of the cabin section,

the second ends of the first hollow chambers being in fluid communication with one of (a) the cabin section, and (b) the outside of the aircraft, whereby warm waste air flows from the second ends of the first hollow chambers to one of the cabin section and the outside of the aircraft.

2. (Previously Presented) Floor heating in accordance with claim 1, characterized in that the first hollow chambers extend in the longitudinal direction of the aircraft inside the panels.

3. (Canceled).

4. (Currently Amended) Floor heating in accordance with claim 1, further comprising:

a cargo door in the fuselage, the cargo door including heatable panels defining a plurality of second hollow chambers formed integrally with the panels, the cargo door located aft of the first hollow chambers,

characterized in that the second ends of the first hollow chambers reside in fluid communication with the are-in-flow connection with a plurality of second hollow chambers defined by the floor panels of an aft-located cargo hold door of the aircraft.

5. (Currently Amended) Floor heating in accordance with claim 4, characterized in that the second hollow chambers terminate into the cabin section aft of the cargo door aircraft fuselage.

6. (Previously Presented) Floor heating in accordance with claim 1, further comprising:

a first bleed air feed line operatively connecting the first ends of the first hollow chambers to a first supply of hot bleed air from the engine of the aircraft.

7. (Currently Amended) Floor heating in accordance with claim 6, further comprising:  
a cargo door in the fuselage, the cargo door including heatable panels defining a plurality of second hollow chambers formed integrally with the panels, the cargo door located aft of the first hollow chambers, and  
wherein the second ends of the first hollow chambers are in flow connection with a plurality of second hollow chambers defined by the flow panels of an aft-located cargo hold door of the aircraft, further comprising: a second bleed air feed line operatively connecting the second hollow chambers to a second supply of hot bleed air from the engine of the aircraft.
8. (Previously Presented) Floor heating in accordance with claim 7, characterized in that the cross sections of the first and second bleed air feed lines determine the amount of hot engine bleed air supplied.
9. (Previously Presented) Floor heating in accordance with claim 1, characterized in that the panels are thermally uncoupled from a structure which supports the floor.
10. (Currently Amended) Floor heating in accordance with claim 1, further comprising:  
characterized in that the panels are provided with electric heating mats for supplementary heating of the panels.
11. (Previously Presented) Floor heating in accordance with claim 10, characterized in that the electric heating mats are positioned on the lower side of the panels.

12. (Previously Presented) Floor heating in accordance with claim 1, further comprising:

electric heating coils or wires integrated into the first hollow chambers for supplying supplementary heating therein.

13. (Previously Presented) Floor heating in accordance with claim 1, further comprising:

ventilators positioned in the first hollow chambers to generate a forced flow through the first hollow chambers.

14. (Currently Amended) Floor heating in accordance with claim 1, further comprising:

~~characterized in that the panels are provided with thermal insulation located on a their lower side of the panels.~~

15. (Previously Presented) Floor heating in accordance with claim 1, characterized in that the panels are profile elements produced by continuous extrusion.

16. (Currently Amended) Method for heating the floor of an aircraft having a forward cockpit section and a cabin section located aft of the cockpit section and extending along the length of the aircraft, the cockpit section including a cockpit and an avionics bay containing electronic equipment, the method comprising:

conveying air over the electronic equipment in the avionics bay to cool the electronic equipment and to warm the conveyed air, thereby to form warm waste air;

conveying the warm waste air aftwardly from the cockpit section to a through-a first plurality of hollow chambers that reside below a floor of the cabin section, the hollow chambers having first ends in fluid communication with the cockpit section and second ends located aft of the first ends, thereby to heat the floor of the cabin section extending through the panels forming the floor, the warm waste air having originated from the cooling of electronic equipment of the aircraft; and

maintaining fluid isolation between the warm waste air conveyed in the hollow chambers through the panels forming the floor and air in a and the cabin section of the aircraft between the first ends and the second ends of the hollow chambers; and

venting, via the second ends of the hollow chambers, the warm waste air to one of (a) the cabin section and (b) the outside of the aircraft.

17. (Currently Amended) Method in accordance with claim 16, characterized in that the warm waste air is conveyed through the hollow chambers panels in the longitudinal direction of the aircraft and counter to the flight direction.

18. (Canceled).

19. (Currently Amended) Method in accordance with claim 16, wherein the aircraft includes a cargo door formed with panels, and the method further comprises:

conveying characterized in that the warm waste air, after having flowed through the first plurality of hollow chambers, in the panels forming the floor, is thereafter conveyed through the panels in the cargo door that form a cargo hold door for the aircraft.

20. (Currently Amended) Method in accordance with claim 19, further comprising:

conveying characterized in that the warm waste air flows out into the cabin section aircraft fuselage after having flowed through the panels of the cargo [[hold]] door.

21. (Currently Amended) Method in accordance with claim 16, further comprising:

mixing hot bleed air from the engine with the warm waste air thereby to create a mixture, the mixture being conveyed that originates from the cooling of the aircraft's electronic equipment, the mixing of the hot bleed air and the warm waste air occurring before conveyance to the first plurality of hollow chambers.

22. (Currently Amended) Method in accordance with claim 19, further comprising:

mixing hot bleed air from the engine with the warm waste air ~~that originates from the cooling of the aircraft's electronic equipment~~ thereby to create a first mixture, the first mixture being conveyed to the first ends of the mixing occurring upstream of the first plurality of hollow chambers of the floor, and

thereafter, downstream of the hollow chambers, also mixing [[in]] additional hot bleed air from the engine with the first mixture to create a second mixture, the second mixture being conveyed to the panels of the cargo downstream of the first plurality of hollow chambers of the floor, but upstream of the cargo hold door.

23. (Currently Amended) Method in accordance with claim 16, characterized in that the panels forming the floor of the cabin section is [[are]] additionally heated by electricity.

24. (Previously Presented) Method in accordance with claim 16, characterized in that a forced flow is generated in the hollow chambers.

25. (Canceled).

26. (New) Floor heating in accordance with claim 1, wherein the floor of the cabin section is flat and substantially horizontal.

27. (New) Method in accordance with claim 16, wherein the floor of the cabin section is flat and substantially horizontal.